

## METRO REGION



The Metro Region serves four counties in southeastern Michigan, including, Wayne, Oakland, Macomb and St. Clair counties. These four counties encompass 161 cities and townships that are served by state trunklines. The state's largest population and the oldest and busiest freeways are within the Metro Region. Forty-three percent (43%) of the Vehicle Miles Traveled (VMT) on Michigan's freeway system occur in this region. Since the Metro Region has the largest population concentration in the state, much of the land is being developed or re-developed at a rapid pace to accommodate growth. This includes increasing densities of land use adjacent to existing freeway rights of way. Widening of existing freeway rights of way to increase capacity are becoming increasingly difficult without costly residential or commercial displacements. Therefore, the department must be able to consider alternatives to address congestion to meet long term demand and move people and commerce safely and efficiently.

The Metro Region is unique in that although it is composed of only four counties, it is the home to three international border crossings that include the Ambassador Bridge in Detroit, the Blue Water Bridge in Port Huron and the Detroit-Windsor tunnel in Detroit. The Ambassador Bridge is the busiest commercial border crossing in North America, the Blue Water Bridge is the second busiest commercial crossing in North America and the Detroit-Windsor Tunnel continues to be the second busiest passenger crossing on the United States-Canada border. MDOT will continue to improve international border crossings in the region to facilitate the flow of trade across the Canadian border and bordering states.

MDOT is currently engaged in numerous partnerships to evaluate transportation solutions, and will continue to pursue new partnerships into the future to provide the best transportation solutions for the Metro Region. A few examples of current partnerships include the I-696 at Franklin Road project with the city of Southfield, the I-75 at Ambassador Bridge–Gateway Project with the Detroit International Bridge Company and the Border Crossing Study with Canada.

Intelligent Transportation Systems (ITS) are used throughout the Metro Region to maximize the existing system capacity in maintaining a safe and efficient trunkline system. ITS is used to communicate construction detours and roadway incidents to travelers. ITS is used in conjunction with standard construction signing on road projects in order to help alleviate the inconvenience a motorist may encounter along a roadway. The use of cameras assists police and emergency vehicles in responding to incidents along the roadway and helps keep the roads safe and clear. Another component of ITS is the Courtesy Patrol that assists stranded motorists or those in need of minor repairs or gasoline.

Over the past several years, Metro Region has received numerous requests for either new interchanges or upgrades to existing interchanges along the State's freeways. Modifications to interchanges on the Interstate system require prior approval from the Federal Highway Administration (FHWA).

Obtaining this approval requires careful and extensive documentation of the existing problem. It also necessitates verification that the local road system can handle any changes in traffic patterns that may result from the improvement. The improvement may also be contingent upon appropriate and lengthy environmental documentation.

With the announcement of the 'Preserve First' program, interchange modifications will be treated like other Improve and Expand projects that have been deferred. Emphasis is to preserve our existing transportation system rather than expanding it, and to protect the investment of the Metro Region transportation infrastructure first. As the system condition goals are met, Improve and Expand projects will be returned to the program. Preservation projects are being accelerated within the Region to help meet system condition goals.

## **Past Accomplishments**

The Metro Region awarded over \$350 million in construction contracts in 2003. In 2003, 200 miles of road were improved with 87 miles resurfaced or reconstructed and 113 miles rehabilitated. Of the Region's 1,423 bridges, over 70 bridges were rehabilitated in 2003. Some of the accomplishments in the four counties include:

**Construction of the new M-53 freeway from 27 ½ Mile Road to 34 Mile Road in Macomb County** within the City of Romeo and Washington and Bruce Townships was initiated in 2003. It is anticipated that this section of freeway will carry approximately 29,000 vehicles daily.

**The resurfacing of I-94 in Macomb County from 8 Mile Road easterly to Quinn** was completed in 2003. This project began in 2002 and included the rehabilitation of eighteen bridges within the corridor. I-94 within these limits carries about 140,000 vehicles daily.

**I-75 from 13 Mile Road northerly to south of M-59 in Oakland County** was resurfaced in 2003. This section of I-75 carries approximately 117,000 vehicles daily.

Four bridges in **St Clair County on I-94** were under construction in 2003. The Range Road bridge was replaced and the bridges carrying Smith Creek and St. Clair Highway had their superstructures (beams and deck) replaced. The average daily traffic on this section of I-94 is approximately 26,000 vehicles.

In the **City of Detroit** the resurfacing of the 3.6 mile section of **I-94 from Wyoming to I-96** was completed. This section of roadway carries about 130,000 vehicles daily.

A major bridge rehabilitation corridor on **I-75 from south of M-8 (Davison Freeway) to M-102 (8 Mile Road) in the city of Detroit** was started. The corridor which carries 150,000 vehicles daily will have 26 bridges rehabilitated during this two year project.

The resurfacing of **M-3 (Gratiot Ave) from I-94 northerly to M-102 (8 Mile Road)** was completed. This 4.6 mile section of roadway within the **City of Detroit** carries approximately 27,000 vehicles daily.

**M-85 (Fort Street) from Clark Street easterly to Rosa Parks in the city of Detroit** was rehabilitated this year, which included a resurfacing of a concrete overlay. This section of Fort Street is adjacent to the Ambassador Bridge and handles about 15,000 vehicles daily.

The section of **I-94 from I-275 easterly to Beech Daly Road in Wayne County** underwent reconstruction, resurfacing and the replacement of two bridges this past year. This project is located adjacent to the Detroit Metropolitan Airport and serves approximately 120,000 vehicles daily.

The first phase of the rehabilitation of **I-94 near Gate 10 in the City of Dearborn** was completed. This phase included the upgrading of the Gate 10 interchange and significant landscaping of the interchange area. This section of I-94 carries approximately 92,000 vehicles daily.

Continued improvements were made to **US-24 (Telegraph Road) in Wayne County**. In 2003, the improvements consisted of the resurfacing and reconstruction of US-24 from Van Born northerly to Fordson and the rehabilitation of two bridges. Approximately 51,000 vehicles a day utilize this project area.

The first phase of the reconstruction of **US-12 (Michigan Avenue)** was started this year in the **City of Dearborn** from Firestone to I-94. An average of 44,000 vehicles per day travel this section of US-12.

The rehabilitation of **M-14 from Sheldon to Haggerty Road in Plymouth Township** was completed in 2003. M-14 within these limits serve approximately 90,000 vehicles a day.

**I-75 from Goddard northerly to Rouge River in Wayne County** was completed in 2003. This project which began in 2002 consisted of reconstructing the roadway and rehabilitating 20 bridges. Approximately 90,000 vehicles a day utilize this stretch of I-75.

## **Five Year Road and Bridge Program**

The projects identified in this 2004 to 2008 Five Year Road and Bridge Program for the Metro Region total approximately \$1,731 million. Investments are allocated in the following manner:

Preserve First	\$ 162 Million
Road & Bridge Preservation	\$1,253 Million
Capacity Improvements & New Roads	
Construction	\$ 172 Million
Design & Pre-Construction Activities	\$ 144 Million

The Governor's "Preserve First Program" increases the emphasis on the preservation of the existing transportation system.

This program will allow MDOT to improve the condition of roads and bridges while protecting the investments of the Michigan taxpayers. The program concentrates on high volume freeways and state routes in poor condition and provides an appropriate mix of fixes.

The Metro Region has over 1400 miles of trunkline roadway. The aging infrastructure in the Metro Region requires extensive work. This Region is home to the highest density of population in the state. Therefore, the roads continue to be well traveled by commercial carriers, residents and visitors alike. In order to better plan for the future needs of such infrastructure, planning studies that were previously initiated prior to the "Preserve First" program will continue to conclusion, while other phases have been deferred to a future five year plan.

Additionally, capital preventive maintenance (CPM) projects that are programmed annually are anticipated throughout the Metro Region for pavement that does not yet require extensive repair. CPM projects improve the condition and extend the life of such pavements.

## **Capacity Improvements and New Roads**

### **I-94 / East of I-96 to east of Conner Avenue, Detroit, Wayne County**

A Draft Environmental Impact Statement has been completed for the rehabilitation of a seven mile segment of I-94, including reconstruction of the I-94 interchanges with I-75 and M-10 and 67 bridges.

In response to concerns expressed at a series of Public Hearings, the recommended alternative has been modified to require less land, while preserving an eight lane cross section and continuous service drives in each direction. The Final Environmental Impact Statement is expected to be completed in 2004. Design has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

#### **I-75/I-96/Ambassador Bridge Gateway, Detroit, Wayne County**

The Ambassador Bridge handles the largest volume of international freight of any border crossing in North America.

This project will reconstruct I-75 and I-96 from West Grand Boulevard to the Conrail Bridge, just north of Michigan Avenue, in the City of Detroit, and provide new direct access ramps from the Ambassador Bridge to I-75 and I-96. Environmental clearance for the project was obtained in 1997. Modifications to the design were approved by the FHWA in 1999. Further design modifications are being made to resolve the requirements of the U.S. Customs and the Detroit International Bridge Company.

While construction has started on some phases of this project, other phases are not yet ready for construction. Construction on the direct access ramps will proceed once an implementation agreement between the Detroit International Bridge Company and MDOT is signed. Completion of the project is expected in 2006.

#### **Detroit Intermodal Freight Terminal (DIFT), Wayne County**

A Draft Environmental Impact Statement is underway to develop a regional freight terminal or terminals to serve business, industry and the military in Southeast Michigan.

In 2001, MDOT completed a feasibility study that recommended consolidating four existing Class I railroad terminals at one location in Southwest Detroit. The existing terminals are at, or near capacity, and demand is expected to grow during the next 20 years. The Draft Environmental Impact Statement, scheduled for completion in 2004 will analyze two build alternatives along with the no build alternative.

#### **I-375 / East Detroit Riverfront Access, Detroit, Wayne County**

The environmental clearance for a new interchange connecting I-375 to the East Riverfront Area has been completed. The new interchange will improve access between the Interstate system and the area just east of General Motor's World Headquarters in the Renaissance Center. Final design will be completed in 2004. Right-of-way acquisition and construction have been deferred to a future Five Year Transportation Program.

#### **US-24, Brownstown Township, Wayne County**

US-24 between Vreeland Road and West Road will be reconstructed and widened to include a center left turn lane. Environmental clearance is under way by Brownstown Township. Design and construction have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

**M-59 / Crooks Road, Rochester Hills, Oakland County**

Design is being completed for reconstruction of the M-59 at the Crooks Road interchange. The existing two-lane bridge is proposed to be replaced with a dual span six-lane bridge to match a new cross section proposed for Crooks Road. In addition, two new loop ramps would be constructed to alleviate congestion caused by left turns onto M-59. Right-of-way acquisition and construction have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

**M-59 / Crooks Road to Ryan Road, Oakland and Macomb Counties**

The environmental clearance phase for widening M-59 from a four-lane to a six-lane freeway from Crooks Road to Ryan has been completed. Design and construction activities have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

**I-96 / Beck Road, Novi and Wixom, Oakland County**

This project involves the reconstruction of this interchange utilizing a Single Point Urban Interchange (SPUI) design. This project will convert the existing interchange from a partial to a full service interchange and correct operational problems associated with the existing design.

Environmental clearance and design work have been completed. The department is working with the local communities and developers regarding right-of-way donations for this project. MDOT is continuing right-of-way acquisition; and, construction of the project will begin in 2004.

**I-75 / M-59 Interchange, Oakland County**

The Interchange Feasibility study was completed in December 2000. Some preliminary engineering activities are still being conducted and should be completed in 2004. The design phase of the project has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

**The Northwestern Connector, Oakland County**

MDOT and the Road Commission for Oakland County reached agreement on improved connections from Northwestern (M-10) to M-5. One mile of Orchard Lake Road will be rebuilt as a six-lane boulevard, and a series of intersection improvements will be built along Maple and Fourteen Mile Roads to improve traffic flow and safety. A Finding of no Significant Impact (FONSI) was issued in November 2002. Design will take place in stages during 2003-2005, with right-of-way acquisition and construction following design of each component.

**I-96 / Wixom Road, Wixom, Oakland County**

This project is being developed in conjunction with the I-96/Beck Road project. This interchange will be reconstructed with a Single Point Urban Interchange (SPUI) design. The existing interchange is congested due to growth in the area. Environmental clearance for this project has been completed, and design is under way.

The department is working with the local communities and developers regarding right-of-way donations for this project. Final design and subsequent project phases have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

#### **I-696 / Franklin Road, Southfield, Oakland County**

This proposed project will modify the existing interchange at I-696/US-24/M-10 and add two new ramps at Franklin Road to improve access to the area. Environmental clearance, design activities and right-of-way acquisition for this project will be completed by the city of Southfield. This project includes several locally funded components. One of those components, the relocation of Franklin Road, was completed in 2003. There are several design and right of way issues that the city must resolve before this project can be completed. MDOT cannot proceed with the construction phase of the project, which includes the new ramps and reconstruction of the freeway in the project area until these issues have been resolved.

#### **I-75 / 8 Mile Road to M-59, Oakland County**

Environmental clearance activities are currently under way for the widening of this segment of I-75 in Oakland County. The Draft Environmental Impact Statement is expected to be completed in early 2004.

A Final Environmental Impact Statement would follow in 2004. Design activities have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

#### **I-75 /Crooks Road, Troy, Oakland County**

This project will reconstruct the existing interchange and provide additional ramps at Long Lake Road. The environmental clearance and right-of-way plans have been completed. Subsequent design work will resume following the acquisition of right-of-way by the City of Troy.

#### **I-75 / South of Chrysler Dr. to M-24, Auburn Hills, Oakland County**

The project will add collector-distributor roads adjacent to I-75, and reconstruct and modify the I-75/University Drive interchange. Environmental clearance has been completed, and design work will be completed. Right-of-way acquisition has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

#### **M-59 / Adams Road, Auburn Hills and Rochester Hills, Oakland County**

The relocation of the M-59/Adams Road interchange is required to provide proper spacing between this interchange and the new interchange at M-59/Squirrel Road that was constructed to improve access to this area of Oakland County. The environmental clearance process for this project has been completed, and the majority of the necessary right-of-way has been acquired. Design work is under way. MDOT is proceeding with the acquisition of the remaining right-of-way parcels.

This project will be constructed in three phases. Phases 1 & 2 of this project will be constructed in 2004, and the interchange is expected to be open to traffic by December 2004. Phase 3, which includes two ramps for future traffic growth, has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

#### **M-15 / between I-75 and I-69, Oakland and Genesee Counties**

A Final Environmental Impact Statement is nearing completion for a future widening of M-15, in northern Oakland County, and eastern Genesee County. An access management study will be conducted in 2004. This study will lay the groundwork for an access management plan for this corridor as an interim step before implementing the improvements identified in the FEIS.

#### **M-53 / 27 ½ Mile Road to 34 Mile Road, Macomb County**

Further work on the Romeo Bypass in Macomb County will extend M-53 as a controlled access facility from its present terminus at 27 ½ Mile Road to 34 Mile Road. The project was let for construction in 2003 and will continue through 2005. This project will include the addition of two northbound lanes separated by a median, at grade intersections at Van Dyke, 30 Mile Road and 32 Mile Road, and grade separations at the other mile roads.

#### **M-53 Interchange at Van Dyke Road and 18 ½ Mile Road, Sterling Heights, Macomb County.**

This interchange modification is planned to include new ramps to and from the north on M-53, and grade-separation of the skewed M-53/Van Dyke intersection. The north M-53 interchange ramps will connect to an improved local connection from Van Dyke to Mound along 18-1/2 Mile Road, which will be realigned and widened from two to five lanes. MDOT expects to complete design of both projects in 2003, and construct the M-53/Van Dyke interchange ramps and grade separation in 2004.

#### **The I-94 Bridge over Black River, St. Clair County**

The I-94 Bridge over Black River in St. Clair County, built in 1950, is obsolete and inadequate to meet the demands of increasing international traffic.

Replacement is needed to provide a modern structure to meet current and future traffic requirements. MDOT applied a deck overlay in 2002 to allow the bridge to continue to operate. Early preliminary engineering began in 2002 and will continue through 2004 to determine the future design.

#### **The Blue Water Bridge Plaza Study, St. Clair County**

US and Canadian partners, including MDOT, the Department of Homeland Security, and the General Services Administration, are evaluating options to accommodate inspection and toll collection activities on the U.S. side of the Blue Water Bridge, through the year 2030 and beyond. Rapidly increasing commercial traffic, coupled with increased border inspection and security requirements, have necessitated this joint effort. Many options are being explored, including elevated, at-grade, and off-site plaza alternatives. MDOT expects to complete an environmental assessment for the plaza in 2004.



**Ontario-Michigan Border Transportation Partnership, Wayne County**

MDOT's environmental clearance for a new border crossing in the Windsor/Detroit area is underway. This project is being funded with congressionally designated Coordinated Border Infrastructure Discretionary funds and is being conducted jointly with representation from stakeholders from both the U.S. and Canada. An ongoing feasibility study has determined the need for additional cross border capacity. The environmental study will result in the identification of a recommended alternative(s) which will provide redundancy in the system, in order to minimize disruption should one crossing be shut down for any reason, and to provide the capacity necessary to support trade and tourism between Canada and the United States. The Ambassador Bridge coupled with the Bluewater Bridge in Port Huron account for 42% of the \$30 billion trade between the two countries.

**Other Major Studies**

In urban areas, major preservation activities may require significant environmental review. In the Metro Region, two environmental studies are underway associated with future trunkline preservation work. They include:

**M-85 Fort St. / Bascule Bridge Project, Wayne County**

An Environmental Assessment is underway to study alternatives for the Bascule Bridge on M-85 over the Rouge River in the City of Detroit.

The Environmental Assessment and preliminary engineering is scheduled for completion in 2004. The project is scheduled for construction to begin in 2007.

**M-102 / M-1 Woodward Bridge Replacement Study, Wayne County**

An Environmental Assessment of the Woodward Avenue (M-1) bridge over Eight Mile Road (M-102) is under way. The study will evaluate possible alternatives to safely move traffic on the two trunklines while documenting potential socio-economic and environmental impacts. The study is scheduled for completion in late 2004.

# FIVE YEAR HIGHWAY AND BRIDGE PROGRAM

## Repair and Rebuild Roads

### METRO BRIDGES

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2004	2005	2006	2007	2008
MACOMB	I-696 (E I 696)		CAMPBELL ROAD OVER I-696	DECK REPLACEMENT	0.000			CON		
MACOMB	I-696 (E I 696)		ARSENAL AVENUE OVER I-696	DECK REPLACEMENT	0.000			CON		
MACOMB	I-696 (E I 696)		WAGNER DRIVE OVER I-696	DECK REPLACEMENT	0.000			CON		
MACOMB	I-696 (E I 696)		HAYES ROAD OVER I-696	OVERLAY - DEEP	0.000			CON		
MACOMB	I-696		RAMPS E AND F OVER MOUND AND SERVICE RD OVER I-696	OVERLAY - DEEP	0.000			CON		
MACOMB	I-94		I-94 WB OVER JOY ROAD	SUPERSTRUCTURE REPAIR	0.000			CON		
MACOMB	I-94		I-94 EB OVER JOY ROAD	SUPERSTRUCTURE REPAIR	0.000			CON		
MACOMB	I-94		21 MILE ROAD OVER I-94	OVERLAY - SHALLOW	0.000			CON		
MACOMB	I-94		COTTON ROAD OVER I-94	OVERLAY - SHALLOW	0.000			CON		
MACOMB	I-94		I-94 WB OVER CROCKER ROAD	SUPERSTRUCTURE REPAIR	0.000			CON		
MACOMB	I-94		I-94 EB OVER CROCKER ROAD	SUBSTRUCTURE REPAIR	0.000			CON		
MACOMB	I-94		I-94 WB OVER USAF SPUR TRACK	OVERLAY - SHALLOW	0.000			CON		
MACOMB	I-94		I-94 EB OVER USAF SPUR TRACK	OVERLAY - SHALLOW	0.000			CON		
MACOMB	M-3 (Gratiot Avenue)		M-3 NB OVER CLINTON RIVER	DECK REPLACEMENT	0.000				CON	
MACOMB	M-3 (Gratiot Avenue)		M-3 SB OVER CLINTON RIVER	MISCELLANEOUS BRIDGE	0.000				CON	
OAKLAND	I-696 (W P Reuther Freeway)		POWERS ROAD WALKOVER OVER I-696	BRIDGE REMOVAL	0.000	CON				
OAKLAND	I-696 (N I-75 Service Drive)		I-696 RAMPS AF AND EF OVER NORTH SERVICE ROAD	DECK REPLACEMENT	0.000				CON	
OAKLAND	I-696 (W P Reuther Freeway)		TEN MILE ROAD OVER I-96	OVERLAY - DEEP	0.000					CON
OAKLAND	I-696 (W P Reuther Freeway)		M-102 OVER I-696 EB	DECK REPLACEMENT	0.000					CON
OAKLAND	I-75	PF	DAVISBURG ROAD OVER I-75	OVERLAY - SHALLOW	0.000	CON				
OAKLAND	I-75	PF	HOLCOMB ROAD OVER I-75	SUPERSTRUCTURE REPAIR	0.000	CON				
OAKLAND	I-75	PF	RATTALEE LAKE ROAD OVER I-75	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
OAKLAND	I-75	PF	M-15 OVER I-75	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
OAKLAND	I-75		M-24 OVER I-75 SB	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
OAKLAND	I-75	PF	WALDON ROAD OVER I-75	OVERLAY - SHALLOW	0.000	CON				
OAKLAND	I-75	PF	BELFORD ROAD OVER I-75	MISCELLANEOUS REHABILITATION	0.000	CON				
OAKLAND	I-75	PF	LAHRING ROAD OVER I-75	OVERLAY - DEEP	0.000	CON				
OAKLAND	I-75	PF	GRANGE HALL ROAD OVER I-75	OVERLAY - SHALLOW	0.000	CON				
OAKLAND	I-75	PF	HOLLY ROAD OVER I-75	OVERLAY - SHALLOW	0.000	CON				
OAKLAND	I-75 BL (Square Lake Road)		I-75 BUSINESS LOOP NB OVER OPDYKE ROAD	DECK REPLACEMENT	0.000	CON				
OAKLAND	I-75 BL (E Square Lake Rd)		I-75 BUSINESS LOOP NB OVER GTW RAILROAD	DECK REPLACEMENT	0.005	CON				
OAKLAND	I-75 BL (E Square Lake Rd)		I-75 BUSINESS LOOP SB OVER GTW RAILROAD	BRIDGE REPLACEMENT	0.005	CON				
OAKLAND	I-75 BL (Square Lake Road)		I-75 BUSINESS LOOP RAMP OVER I-75 SB	OVERLAY - DEEP	0.000	CON				
OAKLAND	I-75 BL (Square Lake Road)		I-75 BUSINESS LOOP SB OVER OPDYKE ROAD	DECK REPLACEMENT	0.000	CON				
OAKLAND	I-96 BL (Grand River Avenue)		I-96 BL OVER ROUGE RIVER	BRIDGE REPLACEMENT	0.000			CON		
OAKLAND	M-10 (Northwestern Highway)		M-10 NB OVER US-24	OVERLAY - SHALLOW	0.000			CON		

# FIVE YEAR HIGHWAY AND BRIDGE PROGRAM

## Repair and Rebuild Roads

### METRO BRIDGES

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2004	2005	2006	2007	2008
OAKLAND	M-10 (Northwestern Highway)		M-10 NB OVER ROUGE RIVER	DECK REPLACEMENT	0.000			CON		
OAKLAND	M-10 (Northwestern Highway)		M-10 SB OVER ROUGE RIVER	DECK REPLACEMENT	0.000			CON		
OAKLAND	M-10 (Northwestern Highway)		LEFT TURN STRUCTURE OVER M-10	DECK REPLACEMENT	0.000				CON	
OAKLAND	M-10 (Northwestern Highway)		M-39 NB OVER M-10	DECK REPLACEMENT	0.000				CON	
OAKLAND	M-10 (Northwestern Highway)		M-10 RAMP H OVER M-39	DECK REPLACEMENT	0.000				CON	
OAKLAND	M-10 (Northwestern Highway)		M-10 (RAMP B) OVER M-10 RAMP	OVERLAY - DEEP	0.000				CON	
OAKLAND	M-10 (Northwestern Highway)		M-39 SB OVER M-10 RAMP C	DECK REPLACEMENT	0.000				CON	
OAKLAND	M-10 (Northwestern Highway)		9 MILE ROAD OVER M-10 RAMP	SUBSTRUCTURE REPAIR	0.000				CON	
OAKLAND	M-10 (Northwestern Highway)		M-39 (RAMP H) OVER M-10 NB (RAMP G)	OVERLAY - DEEP	0.000				CON	
OAKLAND	US-24 (Telegraph Road)		US-24 SB OVER CLINTON RIVER	OVERLAY - SHALLOW	0.000		CON			
OAKLAND	US-24 (Telegraph Road)		US-24 NB OVER CLINTON RIVER	OVERLAY - SHALLOW	0.000		CON			
OAKLAND	US-24 (Telegraph Road)		US-24 OVER CLINTON RIVER	BRIDGE REPLACEMENT	0.000				CON	
ST. CLAIR	I-69		I-69 WB OVER CSX RAILROAD	DECK REPLACEMENT	0.000				CON	
ST. CLAIR	I-69		I-69 EB OVER CSX RAILROAD	DECK REPLACEMENT	0.000				CON	
ST. CLAIR	I-94		I-94 WB OVER CSX AND GTW RAILROADS	BRIDGE REPLACEMENT	0.000	CON				
ST. CLAIR	I-94		OVER GTW/CN AND CSX RAILROAD AND GRISWOLD	GENERAL MISCELLANEOUS	0.890	CON				
ST. CLAIR	I-94		I-94 WB OVER M-25	SUPERSTRUCTURE REPLACEMENT	0.100			CON		
ST. CLAIR	I-94		I-94 EB OVER GTW RR	BRIDGE REPLACEMENT	0.000	CON				
ST. CLAIR	I-94		I-94 WB OVER GRISWOLD ROAD	BRIDGE REPLACEMENT	0.000	CON				
ST. CLAIR	I-94		I-94 EB OVER GRISWOLD ROAD	BRIDGE REPLACEMENT	0.000	CON				
ST. CLAIR	I-94		I-94 WB OVER CSX AND GTW RAILROADS	BRIDGE REMOVAL	0.000	CON				
ST. CLAIR	I-94		I-94 EB OVER CSX AND GTW RAILROADS	BRIDGE REMOVAL	0.000	CON				
ST. CLAIR	I-94		I-94 EB OVER CSX AND GTW RAILROADS	BRIDGE REPLACEMENT	0.000	CON				
ST. CLAIR	I-94		I-94 EB OVER M-25	SUPERSTRUCTURE REPLACEMENT	0.100			CON		
ST. CLAIR	I-94		I-94 WB OVER GTW RAILROAD	BRIDGE REPLACEMENT	0.000	CON				
ST. CLAIR	I-94		I-94 EB OVER GTW RAILROAD	BRIDGE REPLACEMENT	0.000	CON				
ST. CLAIR	M-19 (Memphis Ridge Road/ M		M-19 OVER BELLE RIVER	BRIDGE REPLACEMENT	0.000		CON			
WAYNE	I-75 (Fisher Freeway)		M-85 SB OVER I-75 NB	BRIDGE REPLACEMENT	0.000			CON		
WAYNE	I-75 (Chrysler Freeway)		M-3 CONNECTOR OVER I-75 AND I-375	PAINTING COMPLETE	0.000				CON	
WAYNE	I-75 (Fisher Freeway)		I-75 SB OVER I-96 WB	DECK REPLACEMENT	0.000	CON				
WAYNE	I-75 (Chrysler Freeway)		DEQUINDRE U-TURN OVER I-75	DECK REPLACEMENT	0.000				CON	
WAYNE	I-75 (Chrysler Freeway)		I-75 SOUTHEAST TURN RD OVER I-375	PAINTING COMPLETE	0.000				CON	
WAYNE	I-75 (Chrysler Freeway)		CANIFF AVENUE AND TURN OVER I-75	DECK REPLACEMENT	0.000				CON	
WAYNE	I-75 (Chrysler Freeway)		WARREN ENT TO I-75 OVER I-75 NB TO E & W TURN RDWY	DECK REPLACEMENT	0.000				CON	
WAYNE	I-75 (Chrysler Freeway)		MACK AVENUE OVER I-75	DECK REPLACEMENT	0.000				CON	
WAYNE	I-75 (Chrysler Freeway)		M-3 TO I-375 SOUTH RAMP OVER I-75	SUBSTRUCTURE REPAIR	0.000				CON	

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WAYNE	I-75 (Chrysler Freeway)		I-94 WB TO SB RAMP OVER I-94 EB TO I-75 NB RAMP	DECK REPLACEMENT	0.000				CON	
WAYNE	I-75 (Chrysler Freeway)		WARREN AVENUE OVER I-75	DECK REPLACEMENT	0.000				CON	
WAYNE	I-75 (Chrysler Freeway)		COMMER AVENUE OVER I-75	DECK REPLACEMENT	0.000				CON	
WAYNE	I-75 (Chrysler Freeway)		CLAY AVENUE OVER I-75	DECK REPLACEMENT	0.000				CON	
WAYNE	I-75 (Chrysler Freeway)		M-3 CONNECTOR OVER I-75 AND I-375	PAINTING COMPLETE	0.000				CON	
WAYNE	I-75 (Fisher Freeway)		I-75 RAMP WB TO SB OVER RAMP TO WB I-96	DECK REPLACEMENT	0.000	CON				
WAYNE	I-94		M-39 SB RAMP L OVER I-94	OVERLAY - DEEP	0.000		CON			
WAYNE	I-94		I-94 WB OVER MONROE BOULEVARD	BRIDGE REPLACEMENT	0.000	CON				
WAYNE	I-94		SCHAEFER HIGHWAY OVER I-94	PAINTING COMPLETE	0.000		CON			
WAYNE	I-94		GTW RAILROAD OVER I-94 ACCESS ROAD - GATE 10	SUBSTRUCTURE REPAIR	0.000		CON			
WAYNE	I-94		I-94 OVER GREENFIELD ROAD	DECK REPLACEMENT	0.000		CON			
WAYNE	I-94		I-94 OVER ENTRANCE TO FORD PLANT	DECK REPLACEMENT	0.000		CON			
WAYNE	I-94		RAMP FROM US-12 EB OVER I-94	BRIDGE REPLACEMENT	0.000		CON			
WAYNE	I-94		I-94 EB RAMP OVER GREENFIELD ROAD	OVERLAY - DEEP	0.000		CON			
WAYNE	I-94		CSX RAILROAD OVER I-94	PAINTING COMPLETE	0.000		CON			
WAYNE	I-94		CONRAIL RAILROAD (ABANDONED) OVER I-94	BRIDGE REMOVAL	0.000		CON			
WAYNE	I-94		CONRAIL RAILROAD OVER I-94	PAINTING COMPLETE	0.000		CON			
WAYNE	I-94		M-153 (WYOMING AVENUE) OVER I-94	SUBSTRUCTURE REPAIR	0.000		CON			
WAYNE	I-94		US-12 (MICHIGAN AVENUE) OVER I-94	PAINTING COMPLETE	0.000		CON			
WAYNE	I-94		US-12 (MICHIGAN AVENUE) OVER I-94 RAMP	PAINTING COMPLETE	0.000		CON			
WAYNE	I-94		RAMP TO US-12 OVER I-94	SUBSTRUCTURE REPLACEMENT	0.000		CON			
WAYNE	I-94		CONRAIL RAILROAD OVER I-94	PAINTING COMPLETE	0.000		CON			
WAYNE	I-94		ROTUNDA DRIVE OVER I-94	DECK REPLACEMENT	0.000		CON			
WAYNE	I-94		MILLER ROAD OVER I-94	BRIDGE REPLACEMENT	0.000		CON			
WAYNE	I-94		I-94 EB OVER MONROE BOULEVARD	BRIDGE REPLACEMENT	0.000	CON				
WAYNE	I-94		I-94 WB OVER PELHAM ROAD	DECK REPLACEMENT	0.000	CON				
WAYNE	I-94		I-94 EB OVER PELHAM ROAD	DECK REPLACEMENT	0.000	CON				
WAYNE	I-94		I-94 WB OVER MONROE BOULEVARD	BRIDGE REPLACEMENT	0.000	CON				
WAYNE	I-94		I-94 WB OVER US-24(TELEGRAPH ROAD)	BRIDGE REPLACEMENT	0.000	CON				
WAYNE	I-94		I-94 EB OVER US-24 (TELEGRAPH ROAD)	BRIDGE REPLACEMENT	0.000	CON				
WAYNE	I-94		M-10 NB OVER I-94 RAMP FROM M-10	DECK REPLACEMENT	0.000	CON				
WAYNE	I-94		M-10 NB OVER I-94	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
WAYNE	I-94		I-94 EB OVER ECORSE CREEK	SUBSTRUCTURE REPAIR	0.000		CON			
WAYNE	I-94		I-94 WB OVER ECORSE CREEK	SUBSTRUCTURE REPAIR	0.000		CON			
WAYNE	I-94		M-39 SB RAMP K OVER I-94	OVERLAY - DEEP	0.000		CON			
WAYNE	I-94		M-10 SB OVER I-94	SUPERSTRUCTURE REPLACEMENT	0.000	CON				

# FIVE YEAR HIGHWAY AND BRIDGE PROGRAM

## Repair and Rebuild Roads

### METRO BRIDGES

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2004	2005	2006	2007	2008
WAYNE	I-96		CONRAIL RAILROAD SPUR OVER I-96	PAINTING COMPLETE	2.530		CON			
WAYNE	I-96		CONRAIL RAILROAD OVER I-96	PAINTING COMPLETE	2.530		CON			
WAYNE	I-96		CSX RAILROAD OVER I-96	PAINTING COMPLETE	2.530		CON			
WAYNE	I-96		WYOMING AVENUE OVER I-96	DECK REPLACEMENT	2.530		CON			
WAYNE	I-96		SCHAEFER ROAD OVER I-96	OVERLAY - DEEP	2.530		CON			
WAYNE	I-96		WB TO SB TURN RDWY OVER 3RD LEVEL TURN RDWY	SUBSTRUCTURE PATCHING	2.530		CON			
WAYNE	I-96 (Jefferies Freeway)		TURN RDWY 4TH LEVEL OVER CSX RR & 3RD LEVEL T RD	SUBSTRUCTURE REPAIR	2.530		CON			
WAYNE	I-96 (Jefferies Freeway)		GRAND RIVER AVENUE OVER I-96	SUPERSTRUCTURE REPLACEMENT	2.530		CON			
WAYNE	I-96 (Jefferies Freeway)		TURNING ROADWAY 3RD LEVEL OVER I-96	SUBSTRUCTURE REPAIR	2.530		CON			
WAYNE	I-96 (Jefferies Freeway)		HUBBELL AVENUE OVER I-96	SUBSTRUCTURE REPAIR	2.530		CON			
WAYNE	I-96		FULLERTON AVENUE OVER I-96	SUBSTRUCTURE REPAIR	2.530		CON			
WAYNE	I-96 (Jefferies Freeway)		MEYERS ROAD OVER I-96	OVERLAY - DEEP	2.530		CON			
WAYNE	I-96 (Jefferies Freeway)		GRAND RIVER AVENUE LEFT TURN (M-5) OVER I-96	DECK REPLACEMENT	2.530		CON			
WAYNE	I-96 (Jefferies Freeway)		TURN RDWY 3RD LEVEL OVER CSX RAILROAD AND I-96	SUBSTRUCTURE REPAIR	2.530		CON			
WAYNE	I-96		I-96 RAMP OVER WB SERVICE ROAD	SUBSTRUCTURE REPAIR	2.530		CON			
WAYNE	I-96		I-96 RAMP OVER EB SERVICE ROAD	SUBSTRUCTURE REPAIR	2.530		CON			
WAYNE	I-96		I-96 RAMP OVER LAND	SUBSTRUCTURE REPAIR	2.530		CON			
WAYNE	I-96		U-TURN SERVICE ROAD OVER M-39	SUBSTRUCTURE PATCHING	2.530		CON			
WAYNE	I-96 (Jefferies Freeway)		US-12 OVER I-96	DECK REPLACEMENT	0.000	CON				
WAYNE	I-96		TURN RDWY EB TO SB OVER WB AND U-TURN SERVICE ROAD	SUBSTRUCTURE PATCHING	2.530		CON			
WAYNE	I-96		MANSFIELD WALKOVER OVER I-96 AND C&O RAILROAD	DECK PATCHING	2.530		CON			
WAYNE	I-96		MENDOTA WALKOVER OVER I-96	DECK REPLACEMENT	2.530		CON			
WAYNE	I-96 (Jefferies Freeway)		SCOTTEN AVENUE OVER I-96	SUBSTRUCTURE REPAIR	0.000		CON			
WAYNE	I-96 (Jefferies Freeway)		WARREN AVENUE ENTRANCE RAMP OVER I-96 RAMP	OVERLAY - SHALLOW	0.000		CON			
WAYNE	I-96 (Jefferies Freeway)		WARREN AVENUE EXIT RAMP OVER I-96 RAMP	DECK REPLACEMENT	0.000		CON			
WAYNE	I-96 (Jefferies Freeway)		I-94 EB RAMP TO I-96 WB OVER I-94	DECK REPLACEMENT	0.000		CON			
WAYNE	I-96 (Jefferies Freeway)		I-96 OVER RAMP TO I-94	DECK REPLACEMENT	0.000		CON			
WAYNE	I-96 (Jefferies Freeway)		I-96 OVER RAMP FROM I-94	DECK REPLACEMENT	0.000		CON			
WAYNE	I-96 (Jefferies Freeway)		WEST GRAND BOULEVARD AND TIREMAN OVER I-96	OVERLAY - DEEP	0.000		CON			
WAYNE	I-96 (Jefferies Freeway)		ROOSEVELT WALKOVER OVER I-96	PAINTING COMPLETE	0.000		CON			
WAYNE	I-96		GRAND RIVER AVENUE EXIT RAMP OVER I-96 RAMP	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
WAYNE	I-96		GRAND RIVER ENTRANCE TO I-94 WB OVER RAMP TO I-94	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
WAYNE	I-96 (Jefferies Freeway)		US-12 EB CONNECTOR OVER I-96 NB	DECK REPLACEMENT	0.000		CON			
WAYNE	I-96 (Jefferies Freeway)		I-94 WB RAMP TO I-96 EB OVER I-94	DECK REPLACEMENT	0.000		CON			
WAYNE	I-96		PACIFIC AVENUE OVER I-96	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
WAYNE	I-96		I-96 EB TO I-94 EB RAMP OVER I-96	DECK REPLACEMENT	0.000	CON				

# FIVE YEAR HIGHWAY AND BRIDGE PROGRAM

## Repair and Rebuild Roads

### METRO BRIDGES

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2004	2005	2006	2007	2008
WAYNE	I-96		MC GRAW AVENUE OVER I-96	OVERLAY - SHALLOW	0.000	CON				
WAYNE	I-96 (Jefferies Freeway)		CONRAIL RAILROAD OVER I-96	PAINTING COMPLETE	0.000		CON			
WAYNE	I-96 (Jefferies Freeway)		GTW RAILROAD OVER I-96	PAINTING COMPLETE	0.000		CON			
WAYNE	I-96 (Jefferies Freeway)		SELDEN AVENUE WALKOVER OVER I-96	DECK REPLACEMENT	0.000		CON			
WAYNE	I-96 (Jefferies Freeway)		WARREN AVENUE OVER I-96	DECK REPLACEMENT	0.000		CON			
WAYNE	I-96 (Jefferies Freeway)		I-96 OVER I-94	DECK REPLACEMENT	0.000		CON			
WAYNE	I-96 (Jefferies Freeway)		I-96 WB TO I-94 WB RAMP OVER I-96 AND RAMP	DECK REPLACEMENT	0.000		CON			
WAYNE	M-10 (Lodge Freeway)		M-10 RAMP OVER JEFFERSON AVENUE	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		MCNICHOLS ROAD OVER M-10	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		NB TO WB DAVISON OVER M-10 SB	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		M-10 NB OVER DAVISON (M-8)	SUBSTRUCTURE REPAIR	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		MARGARETA AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		WISCONSIN AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		NORTHLAWN AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		TULLER AVENUE WALKOVER OVER M-10	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		MUIRLAND AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		ALDEN AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		LOG CABIN AVENUE WALKOVER OVER M-10	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		M-102 EB SERVICE ROAD OVER M-10	SUBSTRUCTURE REPAIR	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		HIGHLAND AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		MONTEREY AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		GLADSTONE AVENUE WALKOVER OVER M-10	BRIDGE REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		DEXTER-BELDEN AVENUE OVER M-10	SUBSTRUCTURE REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		M-102 WB SERVICE ROAD OVER M-10	SUBSTRUCTURE REPAIR	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		7 MILE ROAD OVER M-10	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		OUTER DRIVE WB OVER M-10	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		OUTER DRIVE EB OVER M-10	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		MYERS ROAD TURNAROUND OVER M-10	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		MYERS ROAD OVER M-10	SUBSTRUCTURE REPAIR	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		PURITAN AVENUE OVER M-10	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		LIVERNOS AVENUE OVER M-10	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		FORD AVENUE WALKOVER OVER M-10	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		GLENDALE AVENUE OVER M-10	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		PEMBROKE AVENUE OVER M-10	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		GREENFIELD ROAD LEFT TURN OVER M-10	DECK REPLACEMENT	0.000			CON		
WAYNE	M-14		C&O RAILROAD OVER M-14	PAINTING - ZONE	0.000			CON		

# FIVE YEAR HIGHWAY AND BRIDGE PROGRAM

## Repair and Rebuild Roads

### METRO BRIDGES

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2004	2005	2006	2007	2008
WAYNE	M-14		ROBINWOOD DRIVE OVER M-14	PAINTING COMPLETE	0.000			CON		
WAYNE	M-14		NAPIER ROAD OVER M-14	PAINTING COMPLETE	0.000			CON		
WAYNE	M-14		M-14 EB OVER CSX RAILROAD	OVERLAY - DEEP	0.000			CON		
WAYNE	M-14		M-14 WB OVER C&O RAILROAD	OVERLAY - DEEP	0.000			CON		
WAYNE	M-14		M-14 OVER ROUGE RIVER	OVERLAY - DEEP	0.000			CON		
WAYNE	M-14		BECK ROAD OVER M-14	SUBSTRUCTURE REPAIR	0.000			CON		
WAYNE	M-14		NORTHVILLE ROAD OVER M-14	SUBSTRUCTURE REPAIR	0.000			CON		
WAYNE	M-14		HAGGERTY ROAD OVER M-14	SUBSTRUCTURE REPAIR	0.000			CON		
WAYNE	M-14		M-14 OVER EDWARD HINES DRIVE	OVERLAY - DEEP	0.000			CON		
WAYNE	M-153 (Ford Freeway)		GREENFIELD ROAD OVER M-153	DECK REPLACEMENT	0.000			CON		
WAYNE	M-39 (Southfield Freeway)		WARREN AVENUE OVER M-39	SUPERSTRUCTURE REPLACEMENT	0.000		CON			
WAYNE	M-39 (Southfield Freeway)		PAUL AVENUE OVER M-39	BRIDGE REPLACEMENT	0.000		CON			
WAYNE	M-39 (Southfield Freeway)		TIREMAN AVENUE OVER M-39	BRIDGE REPLACEMENT	0.000		CON			
WAYNE	M-85 (Fort Street)		M-85 OVER ROUGE RIVER	BRIDGE REPLACEMENT	0.000				CON	
WAYNE	US-12 (Michigan Avenue)		ECORSE ROAD WB OVER US-12 EB	BRIDGE REPLACEMENT	0.000			CON		
WAYNE	US-12 (Michigan Avenue)		GREENFIELD ROAD OVER US-12	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
WAYNE	US-24 (Telegraph Road)		US-12 WB OVER US-24	SUBSTRUCTURE REPAIR	0.000			CON		
WAYNE	US-24 (Telegraph Road)		US-12 EB OVER US-24	SUBSTRUCTURE REPAIR	0.000			CON		
WAYNE	US-24 (Telegraph Road)		US-24 SB OVER MIDDLE ROUGE RIVER	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
WAYNE	US-24 (Telegraph Road)		US-24 OVER ROUGE RIVER	DECK REPLACEMENT	0.000			CON		
WAYNE	US-24		NS RAILROAD OVER US-24	PAINTING COMPLETE	0.000	CON				
WAYNE	US-24		ECORSE ROAD OVER US-24	BRIDGE REPLACEMENT	0.000	CON				
WAYNE	US-24 (Telegraph Road)		US-24 NB OVER HINES DRIVE	DECK REPLACEMENT	0.000			CON		
WAYNE	US-24 (Telegraph Road)		US-24 SB OVER HINES DRIVE	WIDEN-MAINT LANES	0.000			CON		
WAYNE	US-24 (Telegraph Road)		US-24 NB OVER MIDDLE ROUGE RIVER	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
WAYNE	US-24 (Telegraph Road)		US-24 OVER SILVER CREEK	BRIDGE REPLACEMENT	0.000		CON			
					18.805					

# FIVE YEAR HIGHWAY AND BRIDGE PROGRAM

## Repair and Rebuild Roads

### METRO REPAIR AND REBUILD ROADS

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2004	2005	2006	2007	2008
MACOMB	I-94		JOY TO M-29	RESURFACE	4.853			CON		
MACOMB	I-94	PF	MASONIC TO JOY	RESURFACE	6.830				CON	
MACOMB	M-19 (Memphis Ridge Road/ M	PF	ASHERY CREEK TO NORTH CITY LIMITS OF MEMPHIS	RESURFACE	1.438		CON			
MACOMB	M-29 (23 Mile Road)		I-94 TO BAKER	RECONSTRUCTION	2.740					CON
MACOMB	M-3 NB (Gratiot Avenue)		REMICK TO SANDPIPER	RESURFACE	3.150				CON	
MACOMB	M-3 SB (Gratiot Avenue)		CLINTON TO SANDPIPER	RESURFACE	2.544				CON	
MACOMB	M-3 SB (Gratiot Avenue)		WELLINGTON TO SUNNYVIEW	RESURFACE	1.680				CON	
OAKLAND	I-75		AT SQUARE LAKE ROAD	MINOR WIDENING	0.000	CON				
OAKLAND	I-75		I-696 TO 12 MILE ROAD	RESURFACE	2.003				CON	
OAKLAND	I-75		8 MILE ROAD TO I-696	RESURFACE	2.337				CON	
OAKLAND	I-75 SB		M-15 TO NORTH OAKLAND COUNTY LINE	RESURFACE	14.465	CON				
OAKLAND	M-1 (Woodward Avenue)		BIG BEAVER TO AND INCLUDING THE WIDETRACK LOOP	RESURFACE	7.334				CON	
OAKLAND	M-10 (Northwestern Highway)		M-102 TO M-39	RECONSTRUCTION	1.209					CON
OAKLAND	M-10	PF	M-39 TO LAHSER	RECONSTRUCTION	2.790				CON	
OAKLAND	M-10 (Northwestern Highway)		LAHSER TO BECK	RECONSTRUCTION	2.264			CON		
OAKLAND	M-59 (Highland Road)		WILLIAMS LAKE ROAD TO AIRPORT ROAD	RESURFACE	1.520	CON				
OAKLAND	US-24 (S Telegraph Rd)		ORCHARD LAKE TO ELIZABETH LAKE	RESTORATION AND REHABILITATION	1.822		CON			
ST. CLAIR	I-69		TAYLOR TO RANGE ROAD	RESURFACE	3.750				CON	
ST. CLAIR	I-94 BL		DOVE TO BLACK RIVER	RESURFACE	1.960		CON			
ST. CLAIR	I-94 BL (Gratiot Avenue)		I-94/I-94 BL INTERCHANGE TO RANGE ROAD	RECONSTRUCTION	0.420			CON		
ST. CLAIR	I-94 EB	PF	ALLINGTON TO THE GTW RAILROAD	RESTORATION AND REHABILITATION	11.150				CON	
ST. CLAIR	M-136 (Glyshaw / Beard)		KINGSLEY TO KEEWAHDIN	RESURFACE	6.203			CON		
ST. CLAIR	M-136 & M-19 (Avoca / Emmett)		KILGORE TO M-19 THEN TO SOUTH CITY LIMITS OF YALE	RESURFACE	10.404					CON
ST. CLAIR	M-19 (Memphis Ridge Road/ Kii		NORTH CITY LIMITS OF MEMPHIS TO BRYCE ROAD	RESURFACE	7.960		CON			
ST. CLAIR	M-29 (River Road)		FRANCIS TO BROADWAY	ROADSIDE FACILITIES - PRESERVE	1.650	CON				
ST. CLAIR	M-29		BROADWAY TO CHARTIER	RESURFACE	1.260		CON			
ST. CLAIR	M-29 (River Road)		FRANCIS TO BROADWAY	RECONSTRUCTION	1.650	CON				
WAYNE	I-75		SOUTH WAYNE COUNTY LINE TO GIBRALTER	RECONSTRUCTION	2.047					CON
WAYNE	I-94		ROUGE RIVER TO WYOMING	RECONSTRUCTION	2.790		CON			
WAYNE	I-94	PF	BEECH DALY TO PELHAM	RECONSTRUCTION	3.060	CON				
WAYNE	I-94		PELHAM TO ROUGE RIVER	RECONSTRUCTION	3.230		CON			
WAYNE	I-94 WB		BELLEVILLE REST AREA	ROADSIDE FACILITIES - PRESERVE	0.447		CON			
WAYNE	I-96		M-39 TO GRAND RIVER	RECONSTRUCTION	2.870		CON			
WAYNE	I-96		I-75 TO ROOSEVELT	RECONSTRUCTION	2.741		CON			
WAYNE	M-1 (Woodward Avenue)		WINCHESTER TO TUXEDO	RESURFACE	3.879	CON				
WAYNE	M-14		WEST WAYNE COUNTY LINE TO SHELDON	RECONSTRUCTION	3.859			CON		



# FIVE YEAR HIGHWAY AND BRIDGE PROGRAM

## Repair and Rebuild Roads

### METRO REPAIR AND REBUILD ROADS

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2004	2005	2006	2007	2008
WAYNE	M-153 (Ford Road)		MERCURY TO US-12	RECONSTRUCTION	2.550			CON		
WAYNE	M-153 (Ford Road)	PF	ARCOLA TO VERNON	RESURFACE	1.850		CON			
WAYNE	M-3 (Gratiot Avenue)	PF	JEFFERSON TO I-94	RESURFACE	4.952	CON				
WAYNE	M-3 (Gratiot Avenue)		I-75 TO I-94	RESURFACE	4.113					CON
WAYNE	M-39 (Southfield Road)		LAFAYETTE STREET TO PORTER STREET	RECONSTRUCTION	0.470	CON				
WAYNE	M-5 (Grand River Avenue)		ROUGE RIVER TO M-39	RESURFACE	2.900	CON				
WAYNE	M-53		HARPER TO M-102	RESURFACE	4.160	CON				
WAYNE	M-53		M-3 TO HARPER	RECONSTRUCTION	0.700	CON				
WAYNE	M-85 (Fort Street)	PF	GODDARD TO I-75	RESURFACE	4.197		CON			
WAYNE	M-85 (Fort Street)		SIBLEY TO GODDARD	RECONSTRUCTION	3.870			CON		
WAYNE	US-12 (Michigan Avenue)		I-94 TO LIVERNOIS	RECONSTRUCTION	2.020	CON				
WAYNE	US-12 (Michigan Avenue)		CASS TO GRISWOLD	RESURFACE	0.230			CON		
WAYNE	US-12 (Michigan Avenue)		4TH STREET TO HENRY RUFF	RESTORATION AND REHABILITATION	2.070			CON		
WAYNE	US-12 WB (Michigan Avenue)		4TH STREET TO HEYWOOD	RECONSTRUCTION	0.930				CON	
WAYNE	US-24 (Telegraph Road)		JOY TO PLYMOUTH	RESURFACE	0.920		CON			
WAYNE	US-24 (Telegraph Road)		M-153 TO JOY	RESURFACE	2.159			CON		
WAYNE	US-24 (Telegraph Road)		BEECHMONT TO M-153	RESURFACE	1.531			CON		
WAYNE	US-24 (Telegraph Road)		PENNSYLVANIA TO I-75 CONNECTOR	RESURFACE	0.620		CON			
WAYNE	US-24 (Telegraph Road)		ECORSE TO VAN BORN	RECONSTRUCTION	0.950	CON				
					171.501					

# FIVE YEAR HIGHWAY AND BRIDGE PROGRAM

## New Roads and Capacity Improvements

### METRO CAPACITY IMPROVEMENT

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2004	2005	2006	2007	2008
MACOMB	M-53		27 1/2 MILE ROAD TO 34 MILE ROAD	CAPACITY IMPROVEMENT	7.594	CON	CON			
MACOMB	M-53		AT 18 1/2 MILE ROAD AND VAN DYKE ROAD	CAPACITY IMPROVEMENT	0.650	CON	CON			
MACOMB	M-53		AT 18 1/2 MILE ROAD AND VAN DYKE ROAD	CAPACITY IMPROVEMENT		ROW				
MACOMB	M-53		AT 18 1/2 MILE ROAD AND VAN DYKE ROAD	CAPACITY IMPROVEMENT		PE				
OAKLAND	11 MILE ROAD		FRANKLIN ROAD TO INKSTER ROAD	CAPACITY IMPROVEMENT	0.000		CON	CON	CON	
OAKLAND	ADAMS ROAD RELOCATED		EXISTING ADAMS ROAD TO M-59	RELOCATION	1.011	CON	CON			
OAKLAND	I-696		AT FRANKLIN ROAD INTERCHANGE	NEW INTERCHANGE OR STRUCTURE	1.065		CON	CON	CON	
OAKLAND	I-75		AT CROOKS ROAD INTERCHANGE	CAPACITY IMPROVEMENT	5.150	PE	PE	PE		
OAKLAND	I-75		AT CROOKS ROAD INTERCHANGE	BRIDGE REPLACEMENT		PES	PES	PES	PES	PES
OAKLAND	I-75		NORTH PERIMETER ROAD INTERCHANGE TO NORTH OF M-24	CAPACITY IMPROVEMENT	4.000	ROW				
OAKLAND	I-75		NORTH PERIMETER ROAD INTERCHANGE TO NORTH OF M-24	CAPACITY IMPROVEMENT		PE				
OAKLAND	I-75		NORTHBOUND AND SOUTHBOUND NEAR SQUIRREL ROAD	ROADSIDE FACILITIES - IMPROVE	0.950	CON				
OAKLAND	I-75		AT M-59 INTERCHANGE	CAPACITY IMPROVEMENT	5.400	EPE				
OAKLAND	I-75		M-102 (EIGHT MILE RD) TO M-59	CAPACITY IMPROVEMENT	18.490					PE
OAKLAND	I-75		8 MILE ROAD (M-102) NORTHERLY TO M-59	CAPACITY IMPROVEMENT	18.490	EPE				
OAKLAND	I-75		0.8 MILES SOUTH OF M-59, OVER RAILROAD	BRIDGE REPLACEMENT	0.000	CON				
OAKLAND	I-75		AT CROOKS ROAD INTERCHANGE	CAPACITY IMPROVEMENT	5.150	ROW	ROW	ROW	ROW	ROW
OAKLAND	I-96		WEST OF M-5 AND SOUTH OF 12 MILE ROAD	MISCELLANEOUS	0.000	CON	CON			
OAKLAND	I-96		AT BECK ROAD INTERCHANGE	CAPACITY IMPROVEMENT	0.250	CON	CON			
OAKLAND	I-96		AT BECK ROAD INTERCHANGE	CAPACITY IMPROVEMENT		ROW				
OAKLAND	I-96		AT RELOCATED BECK ROAD	BRIDGE REPLACEMENT	0.000	CON	CON			
OAKLAND	M-10		M-5 TO M-10 AND 14 MILE ROAD INTERSECTION	CAPACITY IMPROVEMENT	0.000		CON			
OAKLAND	M-10		M-5 TO M-10 AND 14 MILE ROAD INTERSECTION	CAPACITY IMPROVEMENT	0.000	ROW	ROW			
OAKLAND	M-10		M-5 TO M-10 AND 14 MILE ROAD INTERSECTION	CAPACITY IMPROVEMENT	0.000	PE	PE			
OAKLAND	M-59 (M-59)		AT RELOCATED ADAMS ROAD	RELOCATION	0.000	CON	CON			
OAKLAND	M-59		AT CROOKS ROAD INTERCHANGE	BRIDGE - IMPROVE	0.600	PE				
OAKLAND	M-59		AT CROOKS ROAD INTERCHANGE	BRIDGE REPLACEMENT		PES				
OAKLAND	M-59		AT ADAMS ROAD	RELOCATION	0.000	ROW	ROW	ROW	ROW	ROW
OAKLAND	M-59		AT ADAMS ROAD	RELOCATION	0.000	PE	PE	PE	PE	PE
OAKLAND	M-59		AT ADAMS ROAD	RELOCATION	0.000	PES	PES	PES	PES	PES
OAKLAND	M-59		AT ADAMS ROAD	RELOCATION	0.000	UTL	UTL	UTL	UTL	UTL
OAKLAND	M-59 EB		AT SQUIRREL ROAD	ROADSIDE FACILITIES - IMPROVE	0.246		CON			
ST. CLAIR	I-94/BLUE WATER BRIDGE		BLUE WATER BRIDGE PLAZA	MISCELLANEOUS	0.000	EPE				
WAYNE	I-375		JEFFERSON AVENUE WEST TO SOUTH OF I-75	CAPACITY IMPROVEMENT	1.130	PE	PE	PE	PE	PE

# FIVE YEAR HIGHWAY AND BRIDGE PROGRAM

## New Roads and Capacity Improvements

### METRO      CAPACITY IMPROVEMENT

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2004	2005	2006	2007	2008
WAYNE	I-75		CONRAIL RAILROAD OVER I-75 IN DETROIT	CAPACITY IMPROVEMENT	0.000	CON				
WAYNE	I-75		CONRAIL AND CANADIAN PACIFIC RAILROADS OVER I-75	MISCELLANEOUS	0.000	CON				
WAYNE	I-75		14TH STREET TO MARTIN LUTHER KING BOULEVARD	CAPACITY IMPROVEMENT	1.778	CON	CON			
WAYNE	I-75		AT WEST GRAND BOULEVARD	BRIDGE - IMPROVE	0.000	CON				
WAYNE	I-75		AT THE AMBASADOR BRIDGE	CAPACITY IMPROVEMENT	0.000		CON			
WAYNE	I-75		AT THE AMBASADOR BRIDGE	CAPACITY IMPROVEMENT	0.000	ROW				
WAYNE	I-75		AT THE AMBASADOR BRIDGE	CAPACITY IMPROVEMENT	0.000	PE				
WAYNE	I-94		I-96 TO CONNER AVE IN DETROIT	MISCELLANEOUS	7.000	EPE	EPE			
					78.954					

# FIVE YEAR HIGHWAY AND BRIDGE PROGRAM

## New Roads and Capacity Improvements

METRO		NEW ROADS (CAPACITY EXPANSION)								
COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2004	2005	2006	2007	2008
OAKLAND	M-5		12 MILE ROAD TO NORTH OF 14 MILE ROAD	NEW ROUTES	0.000	ROW				
					0.000					

